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號九十月八年九零百九千一英

HONGKONG THURSDAY, AUGUST 19, 1909.

第百九千九百零八年七月四日

PRICE, \$3.00 Per Month.

**THORNE'S**  
OLD VAT

\$15  
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As supplied  
to the  
House of  
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., Ltd.  
Hong Kong, July 1, 1907

HYDROPLANE OR SKIMMING  
BOATS.

At a time when so much attention is being given to the design of a successful aeroplane, it is not at all surprising that naval architects should devote a part of their research-work to the application of the same principle to boats for travelling on the surface of the water. Among those who have directed a large amount of ability and time to this subject is Sir John Thornycroft, and he has had running on the Thames at Chiswick a boat, 22ft. long, which, under normal conditions, seems to be a river launch, but is adapted for skimming on the surface when propelled at high speed. This boat, while normally of 7 knots speed, can attain a speed of 27 knots in smooth water, the increase in power being enormously less than is usually the case, even for suitably-designed hulls immersed under ordinary conditions. A large measure of success has thus been achieved in the application of the principle of skimming in order to reduce frictional and wave-forming resistance.

The boat is timber, and is of great beam, the width being one-third of the length, but with a very fine entry. Although the keel is normally level from stem to stern, the under-water form is such that it flattens at about two-thirds of the length of the bow, and there is a sharp curve in the main plane, the full width of the boat, at once tapers again towards the stern, owing to the flaring of the lines aft, so that the maximum dimension of the plane in the longitudinal line is about 6 ft. This plane has a rise towards the bilge of about 4 in. This is the main plane on which the craft rests while skimming, when the reaction of the water tends to lift the stern, so that the displacement of the water is very much less than the normal weight of the boat. As a result of the model experiments, Sir John's son, Mr. Tom Thornycroft, has introduced at the bow a supplementary plane, which is 3 ft. by 3 ft. 6 in., and slightly convex, being 1 1/2 in. thick in the centre, tapering upwards to the edges. It is suspended from the bow at the bow by a timber web. Immediately above this web is a smaller projecting board, the forward plane, and operated by a spindle passing through the bottom of the boat. The forward plane helps to support the bow of the vessel when skimming, and also prevents lateral oscillation, which is further assisted by the rudder, although this is primarily intended for steering when skimming.

The best results in skimming are got when the forward plane is immediately on the surface; under those conditions, the stern is almost entirely on the surface of the water. When the boat is utilised as an ordinary launch, travelling on the surface, the speed is about 8 knots, with the motor making about 500 revolutions; but when these are increased to 1,450 revolutions, the forward plane is forced into the skimming position, and the speed is accelerated at a great rate until 23 to 27 knots is attained.

On trial, with a weight corresponding to 1 ton displacement, this boat averaged 27 knots during six runs over a measured course in fairly smooth water, the power of the machinery being estimated at 58 brake horse-power, whereas in normal trim the speed is 7 to 8 knots. It will be seen that a great increase in speed is got, when skimming, for a relatively small increase in power. The main plane of the vessel for skimming is an important element. It would seem also as if waves must become a serious obstacle, Sir John Thornycroft's boat, when travelling over water disturbed by the passing of an ordinary launch, often exposed to the waves under the stern of the forward plane, so that daylight could be seen under the keel to the aft plane, while each wave was hammered by the forward plane. Under those conditions, of course, it would be difficult to steer the vessel; but this and other problems can only be solved by such practical tests as Sir John Thornycroft is prosecuting with that energy which he has always shown in his working for the advancement of marine science.

**SIR ROBERT HART'S FUTURE.**

Says the *L. and O. Express*—The statement has been made by friends of Sir Robert Hart that there is not the slightest probability of this distinguished public servant returning to China, even after the termination of his extended leave of absence. Sir Robert has placed himself unreservedly in the hands of his medical advisers, and as they remain obdurate he has decided to abide by their decision and relinquish his great work in the Far East.

**CHAMBERLAIN'S COUGH REMEDY.**

THIS is a medicine of great worth and merit. Try it when you have a cough or cold, and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and always to be depended upon. For sale by all chemists and druggists.

Business Notices.

**W. S. BAILEY & Co., Ltd.**

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FOUNDERS AND BOILERMAKERS.

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BEST ADVERTISING MEDIUM IN THE EAST  
GUARANTEED FREE CIRCULATION FROM VLADIVOSTOK TO COLOMBO.

A Guide to Firms and Agencies in Hongkong  
With classified list, Appendix of General Information, list of Residents and Four Maps.

All Contracts for Advertisements, etc., appearing in this issue, hold good for one year from date of publication, July 25th, 1909.

Hongkong, July 24, 1909.

R. A. MASSEY.

**KELLY & WALSH, LTD.**

JANE'S FIGHTING SHIP'S 1909 \$17.00  
BRASSEY'S NAVAL ANNUAL 1909 10.50  
THE STATESMAN'S YEAR BOOK 1909 9.00  
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NEW PHOTOGRAPH ALBUMS  
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Instead of Drugs, by A. Edouard 40  
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Send for List of 300 Colonial Novels offered at 3 for \$1.00 or 20 for \$5.00.

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Vaulting Horses, Ring Ladder, and Pole Exercises 80  
The Brain Side of Games Sports and Pastimes 80  
The Practical Chickster, by J. N. Crawford 80  
Porting the Red Ball, by Riso Levi 80  
The In-off Game, by Riso Levi 80  
Text Book of Swimming, by Jappy Wolfe 80  
Swimming for Health, by Experts 80  
Salt Defences, by E. J. Fitzsimmons 80  
The Complete Boxer, by Gunner Moir 80  
Scientific Boxing, by Tommy Barnes 2.25  
50 Exercises of Health and Strength, by A. Wallace-Jones 2.25  
Training for Athletics: A Manual for all Sports 3.25  
The Way to Live, by G. H. Hackenschmidt 2.25  
Miles' System of Physical Culture 2.25  
Strength and How to obtain it Eugene Sandow 2.25  
Sandow's 'Developer' & Dumb Bells

**MEE CHEUNG & CO.,**  
ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs.

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No. 2, Queen's Road Central

Telephone No. 187

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.  
COUSINE under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.

TELEGRAPHIC ADDRESS 'COMFORT' HONGKONG.

M. CHESMANN, Proprietor.

ST. JOSEPH'S COLLEGE.

THE SCHOLASTIC YEAR will commence on MONDAY, 23rd August. For particulars as to Board and Tuition apply to THE DIRECTOR.  
Hongkong, August 18, 1909. 1041

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese risks at current rates.  
JOHN D. HUMPHREYS & SON.  
Hongkong, August 17, 1909. 1033

NIGHT STEAMER TO  
CANTON.

New Twin Screw Steamer,

**S.S. SAN CHEUNG**

Equipped throughout with Electric Light and Fans supplied in all Cabins.

(Captain J. McGarry).

Leaves Hongkong for Canton at 9 p.m. on SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5 30 a.m. on MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class, \$2.50 single passage. Meals \$1 each.

Servants' passages may be paid for.

CHEUNG ON STEAMBOAT CO., LTD.

No. 286, 44, Yung Road Central.

Hongkong, November 12, 1908. 104

WANTED IMMEDIATELY.

SHIP'S SURGEON.

Apply to HONG FONG S.S. CO.,  
37, Des Voeux Road Central.  
Hongkong, August 18, 1909. 1043

**E. C. WILKS,**

M. I. MECH, E. A. M. I. N. A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,

SURVEYOR, VALUER

AND ASSESSOR

OF

WORKS, WHARVES, FACTORIES,

AND ALL CLASSES OF

MACHINERY & EFFLUENTS.

YORK BUILDINGS,

(1st Floor), HONGKONG.

Office Tel. 185. Residence K20.

Tel. Address: WICKHAM ROAD, HONGKONG.

Hongkong, April 14, 1909. 616

**GRAND CARLTON HOTEL.**

8 and 10, Ice House Road.

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

**RENOVED**

FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.

O. E. OWEN, Proprietor.

Business Notices.

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



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BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—4, QUEEN'S BUILDINGS.

TELEGRAMS: ASBESTOS, HONGKONG. TELEPHONE No. 501.

**LANE, CRAWFORD & CO.**

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



Without doubt this is the Finest Blend of TEA at the Price to be had in China.

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED.

FOOCHOW TEA.

Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

**DRINK O. B. BEER**

PURE, LIGHT & WHOLESOME.

BREWED ESPECIALLY FOR THE TROPICS.

To be had from all dealers or from the

**ORIENTAL BREWERY, LTD.**

P. O. Box 238.

Hongkong, June 26, 1909.

TEL. 479.

835

**THE HONGKONG HOTEL.**

UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

BAND AT Tiffin & Dinner. A. F. DAVIES, Manager.

**PEAK HOTEL**

ADJACENT TO THE TRAMWAY TERMINUS, 1,400 feet above Sea Level.

OPEN to the South Windless Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms:—From \$5 per day. Telegraphic Address: 'Peacful'.

Town Office: 4, Des Voeux Road.

Hongkong, February 3, 1908. 21

**ASTOR HOUSE HOTEL**

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GAMBREAU, Proprietor.

10, (1909), October 3, 1908. 1361

N. BLUMENTHAL, Manager.

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Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks or 275 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 95 lbs. net, \$3.45 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

DRESSMAKERS, MILLINERS,

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**Ladies' and Children's Shoes.**

7 & 9, PEDDER STREET.

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**DIAMONDS AND GEM-SET JEWELLERY**

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs, Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

**J. ULLMANN & CO.**

34, Queen's Road Central Opposite General Post Office.

**'SAPPORO' & 'ASAHI' BEER**

LIGHT AND REFRESHING

SUMMER BEVERAGES.

Obtainable at Messrs

CALDBECK, MACGREGOR & Co.

H. PRICE & Co., Ltd.

VICTORIA DISPENSARY.

A. S. WATSON & Co., Ltd.

ROWLSON DISPENSARY.

FRENCH STORE

WATKINS,

AND EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.

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## Intimations.

G. FALCONER & Co.,  
WATCHMAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADAMANT CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

## WING KEE &amp; CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, ETC., ETC., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

CHAMPAGNE  
THE LEADING BRANDG.H. MUMM & Co.  
REIMS

Shawson & Co.  
GENERAL AGENTS  
FOR  
HONG KONG, CANTON  
& MACAO.

GANDY'S  
BELTING

MADE BY THE  
GANDY BELT MANUFACTURING CO.,  
SEACOMBE, ENGLAND.  
IS THE ONLY ORIGINAL. HOLDS THE WORLD'S RECORDS.  
41 Prizes Awarded.  
SEE THAT YOU GET THE GENUINE ENGLISH.

## DODGE WOOD SPLIT PULLEYS.

ALL SIZES  
TO FIT ALL  
SIZED SHAFTS  
IN STOCK.  
FURTHER  
PARTICULARS  
MAY BE  
HAD ON  
APPLICATION  
TO THE  
SOLE AGENTS.

MELCHERS & Co.

## ENO'S 'FRUIT SALT'

## A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,  
Temporary Congestion arising from Alco-  
holic Beverages, Errors in Diet, (Eating  
or Drinking), Biliaryness, Sick Headache,  
Giddiness, Oppression or Feeling of Melan-  
choly, Vomiting, Heartburn, Sourness of  
the Stomach, or Constipation. It is a  
Refreshing and Invigorating Beverage,  
most valuable to Travelers, Emigrants,  
Sailors, and Residents in Tropical Climates.

CAUTION—Examine the Capsule and be sure it is marked ENO'S 'FRUIT SALT'.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON.  
Sole by Chemists and Stores everywhere.

**WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY, ETC., ETC., ETC.

**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
AND INJURY TO THE KNIVES

**JOHN OAKLEY & SONS**  
BLACK HEAD MILLS LONDON

JOHN OAKLEY & SONS, LONDON, W.C.1.

## Intimations.

MITSU BISHI GOSHI KWAISHA  
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YAO, and RIGIO-KOMATSU Coals.

HEAD OFFICE—TOKYO.  
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AGENCIES:  
YOKOHAMA: M. Asada, Esq.  
CHINKIANG: Messrs Gearing &  
Co.  
MANILA: Messrs Macdonray &  
Co.

For particulars, apply to  
H. OISHI,  
Manager,  
No. 2, PEDDER STREET,  
HONGKONG.  
Hongkong, January 8, 1909.

INSTITUTION OF ENGIN-  
EERS & SHIPBUILDERS  
OF HONGKONG.

A Discussion on Mr G. E.  
GLOVER'S Paper on  
'WATER TUBE BOILERS'  
will take place on FRIDAY,  
August 20th, 1909, at 9.15 P.M.,  
not on Saturday as previously  
announced.

Members and their friends are  
invited to attend this discussion.  
C. E. LIBBEY,  
Secretary.  
Hongkong, August 14, 1909.

OWEN B. WILKS & CO.,  
GENERAL & COMMISSION  
AGENT.

STOCKS KEPT OF  
SHIPOWNERS' ANTIPOULING  
COMPOSITIONS  
FOR SHIP BOTTOM (GARYBOND BRAND).  
ANTI-FRICTION METALS,  
GRIPOLY BELTING,  
METALLIC FILAMENT and other.  
ELECTRIC LAMPS, FANS AND  
SUPPLIES.

46, Connaught Road Central.  
TELEGRAMS, WANDERERS. TEL. 908.  
Hongkong, August 2, 1909.

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING OF THE SHAREHOLDERS in  
this Corporation will be held at the CITY  
HALL, Hongkong, on SATURDAY,  
the 21st day of August, 1909, at Noon, for the  
purpose of receiving the Report of the  
Directors and the Statement of Accounts  
for the year ended 30th June 1909.  
The REGISTER OF SHAREHOLDERS of this  
Corporation will be CLOSED from MON-  
DAY, the 2nd day of August, to SATURDAY,  
the 21st day of August, 1909, (both days inclusive),  
during which period no transfer of Shares  
can be registered.  
By Order of the Board of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, July 31, 1909.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.  
THE ORDINARY HALF-YEARLY  
MEETING OF Shareholders will be  
held in the Office of the Company, Queen's  
Buildings, Connaught Road, on MONDAY,  
26th August, at 12 o'clock Noon, for the  
purpose of receiving the Report of the  
Directors and the Statement of Accounts  
for the year ended 30th June 1909.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 9th to the  
23rd August, both days inclusive.  
By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary.  
Hongkong, July 10, 1909.

CHEE WING & Co. 致  
HONGKONG.

DEALERS IN  
ALL SORTS OF COPPER, BRASS, STEEL,  
IRON WARE, ETC.  
STEEL GIRDERS AND TIE-  
CORRUGATED IRON, TIE IRON, ETC.  
Suits for  
SHIP, ENGINEERS AND HOUSE BUILDERS.  
Telephone No. 109.  
22, LEE YUEN STREET (WEST),  
HONGKONG.

## SCOTT'S LETTER.

(From Our Own Correspondent.)  
Edinburgh, July 29.

## GENERAL NEWS.

A company of fifty shipyard employees  
left Dundee this week for Trieste. This  
is the third company to leave Dundee for  
Austria since May.

The Edinburgh Town Council, by 23  
votes to 21, have resolved that in all  
specifications for work, power should be re-  
served to the Corporation to give preference  
to British manufactured goods.

It is announced on authority that there  
is no ground for the revival of the rumour  
that the Princess Alexandra of Hesse is to  
be betrothed to the young King of Portugal.  
Mr Charles Bruce, Edinburgh, who was  
for fifty-four years in the service of the  
Bank of Scotland, has intimated his  
intention of presenting the University of  
Edinburgh with £5000 for the purpose of  
founding and endowing a Lectureship of  
Banking.

'Apropos of the Dumfries election, it is  
to a former member we owe the Free  
Libraries Act. Mr William Ewart, who  
was returned for the Burghs in 1841,  
specially interested himself in the provision  
of increased facilities for popular enlight-  
enment. In 1845 he carried the Museums  
Act, and in 1850 the Free Libraries Act,  
which was extended to Scotland four years  
later. Some fifty Scottish towns and  
villages have now adopted the Act. Airdrie  
leading the way. Mr Ewart, who con-  
tinued to represent the Burghs till 1868,  
was a son of Mr William Ewart, a Liver-  
pool Scot, after whom Sir John Gladstone  
named his famous son.

"Will you have a vote or a man?"  
asked a wag of one of the Suffragettes at  
Dumfries. "Let me see the man," asked  
the fair one. The questioner was unwill-  
ingly pushed to the front, and after the  
Suffragette had glanced at him with con-  
tempt, she remarked, "I'll have the vote."

Mr Churchill has perhaps not quite arriv-  
ed at the pinnacle of greatness from whence  
the lightest words of a statesman fall a  
long way. But it is recorded that after a  
Liberal dinner in Edinburgh last week he  
remarked to Mr Price, M.P., "What a  
wonderful people the Scots are." (Perhaps  
the right hon. gentleman had just partaken  
of haggis.) "Yes," said Mr Price, "they  
have brains." "They have more than  
that," replied the young and wise states-  
man, "they have character." They have  
also a knack of assessing compliments  
according to their source, so this one will  
not do any harm.

## ENGAGEMENTS.

A marriage has been arranged between  
Captain Aymer Maxwell, son of Sir Her-  
bert and Lady Maxwell of Monroth, and  
Lady Mary Percy, daughter of the Duke  
and Duchess of Northumberland.

At Moss Rose Cottage, Tillycountry, to  
Mr and Mrs William Gemmell, late of  
T'au, China, a daughter,  
MARRIAGES.  
At Fetteresso Parish Church, Stonehaven,  
Muriel Jane Baird, daughter of Sir Alexan-  
der Baird, Bart., of Urie, Lord Lieutenant  
of Kincardineshire, to Byron Victor Noel,  
Achnacraig, Euboea, Greece. The brides-  
maids were Miss Baird, Miss Duff of  
Fetteresso, and Miss Noel.

At Glasgow, John MacArthur, Russell,  
Singapore, to Flora Maxwell, youngest  
daughter of the late James Maxwell Taylor,  
Glasgow.

Lady Pricetley, daughter of the late  
Robert Chambers, Edinburgh, who married  
the celebrated physician, the late Sir  
William Overend Priestley while he was  
only an assistant to Sir James Simpson.  
Most of her life was spent in London,  
where she became the centre of a notable  
group of literary, artistic, and professional  
people. She was one of the founders of  
the Sick Children's Hospital, Grant Or-  
mond Street, and was a Lady of Grace of  
the Order of St. John of Jerusalem. Last  
autumn she published a charming volume,  
"The Story of a Lifetime."

Lady Alison, widow of the late Sir  
Archibald Alison, G.C.B., LL.D., and  
daughter of the late Mr James Plunk of  
Dalmacoch, The interment was at the  
family burial ground in the Dean, Edin-  
burgh.

Mr John Archibald Campbell, F.R.S.,  
B.A., Glasgow, a relative of the late Sir  
Henry Campbell-Bannerman. Among the  
recent buildings designed by him was the  
Queen Victoria School at Dunblane for the  
Sons of Scottish Soldiers.

Mrs Sarah Eliza Maitland Tombs Burns-  
Hutchinson, grand-daughter of Robert  
Burns. She was born in Bengal in 1821,  
and was the daughter of John Glencairn,  
fourth son of the poet, who was in the East  
India Service. Her mother did not survive  
her birth, and she was brought up at Dum-  
fries by her grandmother, Jean Armstrong  
(Bonnie Jean). When 26 years of age  
she married Dr B. W. Hutchinson, and  
lived for some time in Australia, afterwards  
residing at Cheltenham, where she died.

Mr Robert Menzies, B.Sc., a native  
of Aberfeldy, an Engineer of Edinburgh,  
and late Commandant of the three  
battalions of the Queen's Edinburgh  
Volunteers. A good shot, he won the  
Caledonian Shield in 1888 and the first  
prize in the Tir National in Belgium in  
1899. He was one of four brothers who all  
made their mark in the Volunteer service.  
Major Archibald Menzies carried off the  
Queen's Prize in 1874.

## Intimations.

## NAVY CONTRACT.

TENDERS are invited for the supply of  
UPHOLSTERY WORK for one  
year from the 1st September, 1909, to  
E. M. Naval Yard, Hongkong.  
Forms of Tender can be obtained on  
application to the NAVY STORE OFFICER,  
H. M. Naval Yard, and should be returned  
not later than Noon the 23rd August, 1909.  
Deposit of one hundred dollars (\$100)  
will be required when applying for tender  
forms. This will be returned if the tender  
be declined.  
The lowest or any Tender will not  
necessarily be accepted, and the right is  
reserved of accepting any portion of a  
tender.

H. RUSSELL,  
Naval Store Officer.  
Hongkong, August 18, 1909.

IN THE MATTER OF THE GOODS  
OF A. S. LATTI, Deceased.

ALL Claims against the Estate of the late  
A. S. LATTI, Chief Engineer, S.S.  
Kwong, who died at Sea on the 2nd  
August, should be sent to the Undersecretary  
before the 11th day of September, 1909.  
C. W. BECKWITH, Lieutenant, R.N.,  
Harbour Master.  
Hongkong, August 13, 1909.

## VACANCY.

APPLICATIONS are invited for the  
Post of an EUROPEAN WAR-  
DMASTER, now vacant in the Government  
Civil Medical Department of Hongkong.  
Applications with certificates of character,  
etc., should be forwarded to the PRINCIPAL  
CIVIL MEDICAL OFFICER at the Civil  
Hospital, not later than Noon of the 25th  
instant.  
Salary, etc., £110 rising by triennial  
increments of £20 to £150 a year, with  
uniform and free furnished bachelor's  
quarters.

Applicants must be under thirty-five  
years of age.  
For further particulars apply to the  
SUPERINTENDENT OF THE CIVIL HOSPITAL.  
J. BELL,  
Principal Civil Medical Officer,  
Medical Department,  
Hongkong, August 17, 1909.

HONGKONG ICE COMPANY,  
LIMITED.

## NOTICE.

IN accordance with the Provisions of  
No. 104 of the Articles of Association  
the General Managers have this day declared  
an INTERIM DIVIDEND for the  
half-year ended 30th June, 1909, of TWO  
DOLLARS PER SHARE.  
DIVIDEND WARRANTS may be ob-  
tained on application at the Office of the  
Company on and after WEDNESDAY,  
25th instant.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 10th inst.  
to 24th instant, both days inclusive.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, August 13, 1909.

## LABUAN COAL.

NOTICE—This COAL can only be  
obtained from THE LABUAN COAL-  
FIELDS Co., Ltd. who are now prepared to  
supply fresh Coal straight from the Mines.  
Steamers load at the Wharves. Quick  
despatch.  
Telegrams: "LABOR LABUAN."  
BRADLEY & CO.,  
Agents, Hongkong.  
Hongkong, August 11, 1909.

## YUEN HING,

No. 4, D'AGUILAR STREET.

## SWATOW KIA LAK FACTORY.

MANUFACTURERS, WHOLESALE & RETAIL  
Dealers in all kinds of  
Hand-made Drawn Work,  
Embroidered, Chinese Linen, Grass  
Cloth, Pewter Ware, etc.  
ALL OF THE BEST QUALITY.  
HONG KONG.  
Hongkong, August 10, 1909.

OARMICHAEL AND  
OLARKE,

CONSULTING ENGINEERS AND  
SURVEYORS.

1, Queen's Building, Hongkong.

8-5, ORANGE ALLEY, SINGAPORE.

OLARKE ADDRESS.

OARMICHAEL, HONGKONG.

OARMICHAEL, SINGAPORE.

Codes Used:—Scott's 10th Edition;  
A.B.C. 4th and 5th Editions;  
Hobbs' Standard; Walker's; Western  
Union and A.T.  
Telephone No. 222.

## PATELL &amp; CO.,

SHAMKUN, CANTON.

NOW OFFERING

STORES, WINES, SMOKE

OF KNOWN BRANDS

AT MODERATE PRICES.

This well-reputed Store facilitates the

demands for

English, American & German

Provisions

OF

RELIABLE QUALITY.

TELEGRAMS:—PATELL.

## To Let.

TO LET.  
No. 1, GARDEN ROAD, Kowloon.  
Eight-Roomed House and Tennis  
Court.  
Apply to  
H. M. H. NEMAZER,  
9, Peddar's Hill,  
Hongkong, August 14, 1909.

TO LET.  
FURNISHED, from November 1st.  
DARTMOOR, Connaught Road.  
Apply to  
G. M. HARTSON,  
Hongkong, August 3, 1909.

TO LET.  
KING'S BUILDINGS.  
OFFICES facing the Harbour; in  
occupation of Messrs. Jardine, Matheson & Co.,  
Ltd.  
Apply  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 1, 1909.

TO LET.  
GODOWNS Nos. 95, 96 & 97, PRATA  
EAST.  
Apply to  
CHATER & MODY,  
Hongkong, October 17, 1908.

TO LET.  
No. 1, CANTON VILLAS, Kowloon.  
Apply  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 3, 1909.

TO LET.  
SHOP, No. 14, QUEEN'S ROAD  
CENTRAL, on Lease.  
1 & 2, FAIRVIEW, Robinson Road,  
Kowloon.  
Apply to  
LHIGH & ORANGE,  
Hongkong, August 25, 1908.

TO LET.  
ONE DETACHED ROOM with separate  
entrance and verandah in PRINCE'S  
BUILDING, Second Floor.  
Apply to  
W. M. MEYERINK & CO.,  
Hongkong, July 2, 1909.

TO LET.  
THE well-known 'DURBAR HOUSE',  
splendidly situated at the junction of  
CAMBER and CAMARON ROADS, Kow-  
loon.  
Apply to  
SPANISH DOMINICAN  
PROPRIETOR.  
Hongkong, August 12, 1909.

TO LET.  
BUCKY LODGE, CAINE ROAD.  
Suitable for a Boarding House, School,  
College, or Family Residence, recently  
painted and renovated throughout. Im-  
mediate possession.  
Apply to  
CHATER & MODY,  
Hongkong, May 14, 1909.

TO LET.  
GODOWNS Nos. 7, 8 and 10, and the  
Top Floor of No. 3, (Tang Ting's Lap  
Godowns East Point).  
Immediate Possession. Rent excep-  
tionally moderate.  
Apply to  
KAM FOOK,  
No. 107, WELLINGTON STREET,  
(behind the Stag Hotel) or Keeper of  
No. 6, Godown (on the Spot).  
Hongkong, May 29, 1909.

TO LET.  
FIVE-ROOMED HOUSES, at Kowloon.  
New and Commodious SHOPS, NATHAN  
ROAD, Kowloon. Immediate possession.  
Cheap Rentals.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., Ltd.  
Hongkong, March 23, 1909.

TO LET.  
GODOWN No. 54, DUDDELL  
STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 1, 1909.

TO LET.  
NOS. 1 & 3, MORRISON HILL,  
also  
Offices at No. 2, PEDDER STREET.  
Apply  
Messrs JARDINE, MATHESON &  
Co., Ltd.  
Hongkong, May 12, 1909.

TO LET.  
BEACONSFIELD ABOADE, Fine  
D. Shops, Offices and Dwelling Rooms.  
DWELLING ROOMS and OFFICES  
in Corner's Road, Central.  
GODOWNS in DUNDON STREET,  
No. 2, BEACONSFIELD ABOADE  
facing the Parade Ground.  
The EYRE, No. 13, Peak, unfurnished  
from 1st June, 1909.

TO LET.  
U. M. S. PEAK HUNGALOW, Furnish-  
ed, MOUNT ROYAL, from 1st October,  
1909 to 30th June, 1910.  
HOUSES in, BEILIOS TERRACE,  
Robinson Road, newly painted and colour-  
washed, exceptionally cheap rentals.  
FOR SALE, THE GUEST, at Peak,  
commanding magnificent view of the Har-  
bour and adjacent islands.  
Premises now in occupation of Messrs  
Gordon & Co. known as 21 WHITEFIELD,  
SHAMKUN ROAD.  
Premises at SHAMKUN, CANTON,  
now in occupation of the Canton-Kowloon  
Railway.  
Apply to  
LINDSTRAD & DAVID,  
3rd Floor, Alexandra Buildings,  
Hongkong, April 12, 1909.

## To Let.

TO LET.  
OFFICES in PRATA EAST, Blue Build-  
ings, add No. 155, Des Voeux Road, next  
to the Hongkong Hotel.  
FURNISHED, in Messrs. TARRANTS,  
No. 10, Des Voeux Road, CENTRAL, 1st  
Floor.  
A House in RIFON TERRACE,  
A House in WONG NAI CHUNG ROAD,  
No. 3, CLIFTON GARDENS, Connaught  
Road.  
Offices to let No. 2, CONNAUGHT  
ROAD, 3rd Floor.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 1, 1909.

TO LET.  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 1, 1909.

TO LET.  
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OFFICES facing the Harbour; in  
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SPANISH DOMINICAN  
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Immediate Possession. Rent excep-  
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Hongkong, May 29, 1909.

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Hongkong, March 23, 1909.

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STREET.  
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Hongkong, August 1, 1909.

TO LET.  
NOS. 1 & 3, MORRISON HILL,  
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Offices at No. 2, PEDDER STREET.  
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Messrs JARDINE, MATHESON &  
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Hongkong, May 12, 1909.

TO LET.  
BEACONSFIELD ABOADE, Fine  
D. Shops, Offices and Dwelling Rooms.  
DWELLING ROOMS and OFFICES  
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No. 2, BEACONSFIELD ABOADE  
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The EYRE, No. 13, Peak, unfurnished  
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TO LET.  
U. M. S. PEAK HUNGALOW, Furnish-  
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1909 to 30th June, 1910.  
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Premises at SHAMKUN, CANTON,  
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Railway.  
Apply to  
LINDSTRAD & DAVID,  
3rd Floor, Alexandra Buildings,  
Hongkong, April 12, 1909.

TO LET.  
GODOWN No. 54, DUDDELL  
STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, August 1, 1909.

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The EYRE, No. 13, Peak, unfurnished  
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## POWELL'S

Gentlemen's  
Department.

FOR

Smart.

Neckwear.

28, QUEEN'S ROAD.

A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure

Malt Whiskies distilled in

Scotland

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

PER DOZEN.....\$16.50.

Robert Porter &amp; Co.'s

BULL DOG

BRAND

Guinness' Stout

IN PINTS AND SPLITS.

A. S. WATSON & CO.,  
LIMITED.

ARCADE BUILDINGS.

VICTORIA

CINEMATOGRAPH

PREMIER HALL OF HONGKONG.

The Celebrated Australian Artists

PHILLIPS SISTERS.

SISTERS LEE.

SISTERS COLEMAN.

NEW FILMS.

Hongkong, March 8, 1909.

BABY GRANDS -  
and  
UPRIGHT GRANDS

BY

RACHELS, RUD. BACH,  
ROSENKRANZ,  
BLUTHNER, STECK,  
PLEYEL, KEMMLER,  
CHAPPELL & HOPKINSON  
etc., etc., etc.

## NEW PIANOS

OF THE ABOVE  
MANUFACTURES ONLY  
TO BE HAD AT

MOUTRIE &amp; Co., Ltd.

SOLE AGENTS.

Hongkong, April 16, 1907.

## THE CITY OF PARIS,

2, PRINCE STREET.

PHONE No. 536.

## CHEAP SALE

20%

OFF EVERYTHING.

679

## BUSINESS NOTICE.

RATES OF SUBSCRIPTION

(Payable in advance).

CHINA MAIL (daily) \$3.00 per month;  
including postage, \$3.50 per month.OVERLAND CHINA MAIL (weekly) \$15.00  
per year; including postage, \$17.00  
per year.Free delivery to all addresses accessible  
by messenger, including all Peak, Kowloon  
and Quarry Bay residences.Single copies, Daily, ten cents; Weekly,  
thirty cents; for cash.

Telegraphic Address: "Y. L." Hongkong.

Code, A. B. C., fifth edition.

TELEPHONE NO. 22.

CHINA MAIL, LIMITED.

## BIRTH.

THOMAS.—At 28 Leighton Hill Road,  
on the 19th August, to Capt. and Mrs. R.  
D. THOMAS, a son.

## DEATH.

BRYSON.—At 6, Parkview, on the 18th  
inst., at 10 p.m., JAMES POLLOCK BRYSON,  
the beloved son of Mr and Mrs A. Bryson,  
aged 43 years.

## MEMOS FOR TO-MORROW.

Miscellaneous.

Goods per Special undelivered after this  
date subject to rent.

## General Memoranda.

SATURDAY, August 21.—  
Noon.—Meeting of The Hongkong and  
Shanghai Banking Corporation at the  
City Hall.SUNDAY, August 22.—  
Goods per Palma not cleared at 4 p.m.  
on this date subject to rent.MONDAY, August 23.—  
Noon.—Meeting of Hongkong & Wham  
Poon Dock Co., Ltd., at Co.'s Office.  
Goods per Nippon undelivered after this  
date subject to rent.WEDNESDAY, August 25.—  
Goods per Australien undelivered after this  
date at noon will be subject to rent  
and landing charges.  
Goods per Kanagawa Maru not cleared  
on this date subject to rent.  
Goods per C. Ford, Lacie undelivered  
after this date subject to rent.THURSDAY, August 26.—  
Goods per Benlauer undelivered after  
this date subject to rent.

## The China Mail

HONGKONG, THURSDAY, AUGUST 19, 1909

## THE POLICY OF WHITTLING.

It would seem as if the present Colonial administration were determined on eliminating altogether from the public life of Hongkong the few faint vestiges of popular control which the ratepayers possess in regard to one or two matters of purely parochial concern. Encouraged, we suppose, by the apathetic complacency which followed the gradual supersession of the Sanitary Board by the Building Authority, whereby the powers of the municipal

members of the former body were reduced to the limitations of a shadow, the Government has looked around for other means of strengthening the grip of the bureaucracy. This time their glance has fallen upon the Justices of the Peace, and it has been sapiently resolved that the scanty yet responsible powers which these eminent and most worthy gentlemen now possess should if possible be curtailed. One of the very few public duties falling to the lot of a Justice of the Peace in Hongkong has been that of attendance at the Brewster Sessions or at a meeting of the Bench when a licensing application came up for decision or review. As our correspondent "J. P." pointed out in a letter which appeared in our columns the other evening, the Justices of the Peace value their privilege, few though they be, and are quite ready to discharge the duties of the office, but "what is everybody's business is nobody's business" and so it has come about that when a meeting of licensing magistrates has been convened each Justice of the Peace expecting his fellows would turn up, has absented himself, with the result that a Bench has to be scratched together at the last moment. We are not defending the action of the J. P.'s in this particular matter, neither are we disputing the dictum of the worthy official who wrote down, more in sorrow than in anger, we hope, that such procedure was nothing better than a farce, but we do protest against the action of the Government in making it a pretext for instituting a most retrograde piece of legislation. At the last meeting of the Legislative Council it was proposed, along with other amendments to the Liquor Ordinance, that the sole power of the licensing authority shall in future be vested in the Captain Superintendent of Police. No doubt this official has the best means of ascertaining the facts upon which the granting or refusal of a license depends, but that is all the more reason why he should not have the absolute authority given him which the amended Ordinance seeks to confer. The power of granting or refusing licenses should not be vested in one man. It is an action bordering upon arbitrary despotism and is quite contrary to all precedents in English constitutional practice. We emphatically protest against it. The tendency in England for many decades has been to widen the popular basis of the reviewing authority in all matters dealing with the licensed trade, and Hongkong should follow such procedure rather than adopt the course now hinted at by officialdom. The suggestion of "J.P." that a rota should be drawn up of all the Justices of the Peace and their presence requisitioned whenever a licensing sessions is convened, is an excellent one, and would most assuredly meet the full needs of the situation. We commend the suggestion to His Excellency the Governor and the Legislative Council, for it has the unanimous approval of every Justice of the Peace in Hongkong with whom we have discussed the question. The amount of influence which the public can exert in the administration of Hongkong is very feeble even at its best, the scheme which the Government has just propounded to cut away the principal powers of the Justices of the Peace reduces even that feebleness to a condition bordering on absolute nullity.

Mr. Albert Guldio, the well-known theatrical manager, who recently toured the East with the High Ward and Grace Palotta combination of comedians, has now arranged a tour for India and China for the "Merry Makers," an English combination of comedians, sketch artists, musicians and dancers, who, he promises, will provide a thoroughly enjoyable entertainment for two hours, in which fun, music and novelties are acceptably mixed. The company, which has been formed in Australia by Mr. Leonard Davis, one of the leading theatrical managers there, includes picked artists from the vaudeville, operatic and musical world there. The company numbers 12 ladies and 6 gentlemen.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of Castor Oil, will check the disease in its incipency, and all danger may be avoided. For sale by all chemists and druggists.

Mr. Schoonjans, Russian Consul at Fook-show, has died in the train en route for home via Siberia.

The Rev. M. Longridge, R.N., who was very popular during his stay in Hongkong, has been appointed Chaplain and Naval Instructor to H.M.S. Superb.

The death is announced of Mr. Emilie Levita, for 37 years on the board of directors of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age and had never a day's illness until he had a slight stroke a few weeks before his death.

A great deal of sympathy, we feel sure, will go out to Mr. and Mrs. Bryson, who have just lost their eldest son. The little lad was taken ill with dysentery on Saturday and thought devotedly nursed by his mother, succumbed to the fall disease of Wednesday evening. Only four and a half years old, Jimmie Bryson has answered the call of the grim Reaper in the rosy day-dawn of life. To his sorrowing parents we extend our heart-felt condolences, sincerely trusting that Time, the compassionate healer, will gradually heal them of their grievous hurt.

Forty deportees from Saigon arrived by the s.s. Bourbon to-day.

A case of plague (non fatal) was reported from Mong Kok on Tuesday.

Mr. A. Ritchie, of Shanghai Street, has had stolen from his house jewellery to the value of \$81.

The Shanghai Mercury says that all the officers, engineers and quartermasters on the C.N. Co. steamers have donned uniforms of a semi-naval description, the gold stripes being similar to those of the British navy.

The committee of the Y.M.C.A. Tennis Club has arranged a tournament to commence on Sept. 1st. There will be competition for mixed doubles, gent's singles, and gent's doubles. The Club is in a flourishing condition.

The Wesleyan Conference has again declared that dancing, card-playing, games of chance, entertainments which legally require a dramatic licence, and amusements of a frivolous and vulgar type are contrary to their rules and can not be allowed.

With reference to the struggle between the Chinese Press in Peking and the Ministry of the Interior, the Prince Regent has given orders that too much oppression should not be exercised in regard to freedom of speech, and the matter has, therefore, been amicably settled.

The Committee in charge of the Y.M.C.A. Bathing Party are arranging a Moonlight Picnic on Monday, 30th August, leaving Blake Pier at 8 p.m. sharp. Members may invite their friends (ladies or gentlemen). Light refreshments will be provided, and facilities will be afforded for gentlemen to bathe.

The discovery of rich gold bearing stones at Ballarat has been officially reported to the Government. The strike runs in a northerly direction almost under the centre of the city. The fact that most of the operations have hitherto been carried on in a southerly direction enhances the importance of discovery.

The Bolton Corporation has been condemned at the Manchester assize to pay \$500 damages for injury to a little girl of two and a half who was knocked down by a train and had her left arm amputated. It was alleged that she had strayed on to the line through a level-crossing gate which a corporation carter had negligently left open.

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ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of Castor Oil, will check the disease in its incipency, and all danger may be avoided. For sale by all chemists and druggists.

## SOCIAL AND PERSONAL.

Mr. Schoonjans, Russian Consul at Fook-show, has died in the train en route for home via Siberia.

The Rev. M. Longridge, R.N., who was very popular during his stay in Hongkong, has been appointed Chaplain and Naval Instructor to H.M.S. Superb.

The death is announced of Mr. Emilie Levita, for 37 years on the board of directors of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age and had never a day's illness until he had a slight stroke a few weeks before his death.

A great deal of sympathy, we feel sure, will go out to Mr. and Mrs. Bryson, who have just lost their eldest son. The little lad was taken ill with dysentery on Saturday and thought devotedly nursed by his mother, succumbed to the fall disease of Wednesday evening. Only four and a half years old, Jimmie Bryson has answered the call of the grim Reaper in the rosy day-dawn of life. To his sorrowing parents we extend our heart-felt condolences, sincerely trusting that Time, the compassionate healer, will gradually heal them of their grievous hurt.

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## A CHARGE OF MURDER.

## Jury Disagree, Prisoner Discharged.

The August Criminal Sessions were held before the Chief Justice (Sir F. Pigott) at the Supreme Court today. The only case on the calendar was one of murder against Wong Yik Shung, who was indicted for wilfully slaying one Wong Yik Mau, on July 9th, at Taikeo Dookyard.

Sir Henry Berkeley, K.C., Acting Attorney General, instructed by Mr. H. Denney, J., from the office of the Crown Solicitor, prosecuted; Mr. J. W. Orr, instructed by Mr. J. H. Gardner, defended; and Mr. Leo D'Almeida watched the case on behalf of prisoner's relatives.

The following were empanelled as the jury:—Messrs C. W. Longuet (foreman), H. Pemberton, F. G. Carroll, A. E. McCallum, E. Abraham, C. H. Lipon, and G. A. Dias.

Sir Henry Berkeley, in opening, said the prisoner and deceased were fellow workmen, and they were engaged on the ship Hongchow, then in dock for repairs. They were engaged in riveting certain plates in the side of the ship. Deceased and one of the witnesses was working inside the cabin, and prisoner and another man, who had since disappeared, were outside. The disappearance of this man was not material, because prisoner in his evidence before the Magistrate swore that his companion had left the staging at the time that the occurrence took place.

The evidence would show that deceased received a blow on his head with a hammer which fractured his skull and caused his death a few hours later. There was no dispute between the Crown and prisoner as to the fact that deceased received a blow which caused his death, there was no dispute that a hammer was used, and there was no dispute that it was prisoner who caused the blow. But the issue between the Crown and prisoner was as to the manner in which the blow was delivered and received. Prisoner declared in his evidence before the Magistrate that while he was working outside the hammer got out of his hand, passed through the port-hole and fell on the head of the man inside and caused the injury—that it was a pure accident. The Crown, however, asserted that the prisoner struck deliberately at the man inside, and that the prisoner left the staging where he had been working and was in the cabin with the deceased at the time he struck him on the head. Of course that was a sharp issue. If the jury believed the witnesses produced for the prosecution, who asserted that they saw prisoner in the cabin strike the deceased, there would be an end of the defence, but if they accepted the statement of the prisoner the man would not be liable to any consequences. But before they accepted the statement of prisoner they would have to reject the positive testimony of the two witnesses of the Crown who would be called. Of course they were entitled to do that, and indeed it was their duty to do so if, after hearing them, they did not believe the witnesses.

He (Sir Henry) however, would like to draw attention to a piece of evidence given by prisoner himself before the Magistrate that at the time of what he called the accident the man who was working with him outside had for some reason gone away. If, said Sir Henry, one rivetter went away then the other would stop work. If the jury accepted that, it would rather destroy the theory of prisoner that the hammer slipped through the port-hole while he was working.

"Evidence was then called, Dr. Moore stating that when deceased was brought to the hospital he was suffering from a contused scalp wound on the left side of his head. The bone of the skull was fractured and driven in. An operation was performed, but the man died shortly afterwards. To inflict the injury it would have required a pretty hard blow. It could not have been caused by the hammer falling two or three feet. He did not think even a fall of four feet would cause it. Some force would, in his opinion, have been necessary to inflict the wound. Cross-examined by Mr. Orr, witness said he was not prepared to swear that it would be impossible for the injury to be caused if the hammer fell four feet. If the man had been in a crouching position and was rising when the hammer fell the impact would be correspondingly greater. Witness was of opinion that the blow was a direct one, struck from the same level or above. Re-examined, witness said he was of opinion that the injury was caused by the face of the hammer, and not by the portion which would have descended on a man if it fell from above.

The foreman also gave evidence, asserting that he was certain the blow was struck with the side of the hammer, and not with the face as Dr. Moore had stated. In cross-examination witness said he knew the prisoner, and deceased had lived together. He knew of no motive why prisoner should wish to injure deceased. He further denied all knowledge of prisoner having refused to subscribe to a protest made by workmen to him (witness).

Evidence was given by the rivetting boy, who said the prisoner was at deceased's side and not behind him as he struck three blows—hot one. Deceased was, he said, standing upright at the time and not crouching.

Mr. Orr said a more unreasonable and unjustifiable charge was never brought, and if the jury were going to hang a man upon such contradictory evidence, he was very sorry. Every witness had told a different story. He would not insult the intelligence of the jury by addressing them on the charge.

The Chief Justice, in summing up, said the jury must take the facts as the Crown put them. The Crown's story had nothing at all to do with the hammer having fallen through the port-hole; the Crown's story was that the prisoner came into the cabin and there struck the blow. If the jury could accept the Crown's facts then it fell on the prisoner to show that he committed the act without malice. But they could not take the Crown's facts and the prisoner's facts together. It was not the prisoner's duty to explain how the murder happened. If they accepted the Crown's facts it was prisoner's duty to explain away as far as he possibly could the malice. If they could not believe the statements of the Crown then the whole idea, of any case being thrown upon the prisoner absolutely disappeared.

Before the jury retired, the Foreman asked whether there was no alternative verdict to murder or acquittal. The Chief Justice said if the Crown had put before them as its only evidence the story that the prisoner had been acting carelessly in hammering the rivets and allowed the hammer to go through the port-hole then it would be a question of murder or manslaughter. But on the evidence given by the Crown it was a question of murder or nothing.

Sir Henry Berkeley—But if you believe the evidence it ought not to weigh with you that you have to find murder or nothing. The Chief Justice—The usual thing is if there is any doubt to acquit the prisoner. The jury, after an absence of about ten minutes, intimated that they could not agree.

Sir Henry Berkeley—This is a capital case, and it has to be unanimous my Lord. They must retire again. The Chief Justice—But surely, Mr. Attorney, you cannot press the case. Really there is no shadow of a case. Sir Henry—Well, I feel very strongly the other way. The Chief Justice—You're done your best. Sir Henry—The jury must either return a verdict or be discharged. Your Lordship was asked by the Foreman whether there was no alternative to a verdict of murder or manslaughter. As a matter of fact on a charge of murder the jury could return a verdict of manslaughter.

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The Chief Justice—But I think it would be inconsistent on these facts. The Foreman—If we can bring in a verdict of manslaughter we would consider it. The Chief Justice—But if you returned a verdict of manslaughter I should ask you to go back to the library and consider the verdict again.

Sir Henry—Well, I can't do anything more. They have a right to return what verdict they like. On the facts there is no reason why they should not have returned a verdict of manslaughter. The Chief Justice—On these facts where the evidence for the Crown is inconsistent in every detail it is utterly impossible that I could accept such a verdict. I cannot exercise any force or compulsion, but I must ask the jury to go to the library again. The Foreman—We can't agree. It is no good retiring.

The Chief Justice—I think you had better try once more. Sir Henry—You can discharge the jury and I will give due regard to your view, my Lord. The jury again retired, but on their return they were still not agreed on a verdict.

Sir Henry—I suggest you discharge the jury, my Lord. The Chief Justice (to the jury)—You can go. (To Sir Henry)—But it runs with you whether I can discharge the panel. Sir Henry—You can discharge the panel, my Lord. I don't propose to present any further indictment. The prisoner may be discharged.

Prisoner then left the dock a free man. The weighty opinion with the jury was for an acquittal, five voting for and two against.

**CITY MEN AND FREE TRADE.**  
The new non-political organization of bankers, merchants, and others connected with City businesses entitled the City of London Free Trade Committee, having for its object the maintenance and defence of free trade, has issued a statement explanatory of its views and objects.

"The proposed taxation of imported food and manufactured articles would not only raise the price of the necessities, the comforts, and the conveniences of life, but it would impose on the consumer a burden far beyond the revenue raised; for, if a duty is imposed on articles partly imported and partly produced at home, part only of the tax paid by the consumer finds its way into the coffers of the State; the rest goes to swell the profits of the producer. It would diminish the purchasing power of the home market, upon which national industry and employment mainly depend. It would handicap our export trade and our competition with rivals in neutral markets by raising the cost of the raw materials we work on, which largely consist of manufactured and of partly manufactured goods. And in so far as it checked our imports, it would automatically restrict our exports and diminish the volume of our foreign trade."

"We cannot too strongly urge the grave consequences to the City of London of imposing such restriction on the natural course of British trade."

"We believe that the exclusion or diminution of our imports of wholly or partly manufactured goods would result in decreasing the employment of our workers."

"We deplore the idea of seeking to unite the Mother Country and her Colonies by fiscal manipulations which would have as their starting-point the taxation of our people's food. We regard with deep misgivings the possibility of the Imperial idea ever becoming associated in the minds of our people with the irritation which such taxes, especially at seasons of scarcity, would cause. And we are convinced that, so far from the policy of colonial preference helping to bind the Empire together, it would be far more likely to involve both us and our colonies in domestic and international quarrels and controversies over items of profit and loss, which would result first in straining and then in loosening the real bonds of sympathy and sentiment on which our unity depends."

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## THE APPROACHING OPPOSITION OF MARS.

An unusually favourable opposition of Mars is now approaching. Oppositions occur at intervals of about two years and two months, the earth in this period completing two revolutions and two-sevenths, Mars one and two-sevenths. These oppositions do not, however, all afford an equally close approach to the planet, since its orbit is decidedly eccentric, far more so than that of the earth, so that its distance from the sun varies between 135 and 128 millions of miles. The most favourable oppositions occur when it is nearest the sun, and these repeat themselves at intervals of seven oppositions, or 15 years. A table follows giving details of four favourable oppositions and two unfavourable ones.

Date of least distance from earth.	Distance in millions of miles.	Declination.
1302 Aug. 21 Perseus	35 25 South	
1324 Dec. 10 Cancer	40 25 North	
1346 Jan. 10 Libra	40 25 North	
1368 Jan. 10 Capricorn	40 25 South	
1390 Feb. 10 Aries	35 25 North	
1412 Feb. 10 Cancer	35 25 North	
1434 Mar. 10 Libra	35 25 South	
1456 Apr. 10 Capricorn	35 25 South	

It will be seen that the planet will be nearer than September than it has been since 1892, and the fact of its being 20° further north than then far more than makes up (to European observers) for the slightly great distance; hence it is not surprising that the planet is now receiving a considerable amount of attention, especially as there are several large instruments available that were not erected in 1894. It was in that year that Professor Percival Lowell inaugurated his observatory at Flagstaff, Arizona, for the special purpose of making a continuous study of Mars under all conditions, and his work there has marked a notable advance in our knowledge of the planet's markings.

The site was chosen with great care after many experiments, with a view to securing the best possible telescopic definition. The observatory is at an altitude of seven thousand feet, on the slopes of an isolated peak, Arizona; the mountain is clothed with pine and other trees, while it is surrounded by the great American desert, and it is probable that this combination explains the excellent definition, the dry desert air securing clearness, while the oasis of vegetation protects the ground from overheating, with consequent unsteadiness. Perhaps the most important single result obtained here was the successful photography of the planet, commenced four years ago by Professor Lowell's assistants, Lampson and Slipher, and repeated with still greater success in 1907; plates were used that were very sensitive to the red of the spectrum, and a large number of short exposures were given, so as to give more opportunity of catching the moments of best definition. Some of the exposures show one region of the planet well, some show another; but the principal canals appear so many as to leave no doubt of their objective reality; and it must be remembered that before these photographs were taken, this was not universally conceded, some asserting that they were wholly the product of optical illusion. It must be admitted that the canals as photographed are much broader and less well-defined than as shown in the drawings; this is inevitable from the size of the grain of the plate, and on the whole these photographs greatly increase our confidence in the accuracy of the drawings; in fact, we can trust these to a certain point as corresponding to actual detail on the planet; it is, however, questionable whether Professor Lowell does not press them further in this direction than is legitimate. Dr. G. Johnstone Stoney has reminded us in his recent pamphlet, "Telescopic Vision," that, owing to diffraction and interference, the telescopic image cannot give us an absolutely perfect representation of the original; thus in a microscope, when we press magnifying power beyond what the aperture will warrant, we get spurious images. Some of the very fine detail drawn by Lowell, such as the dark spots, or "oases," where the canals cross, or the triangular "canals," where they leave the dusky regions for the "deserts," may be of this spurious character. It is difficult to bear in mind the possibility of optical illusion in discussing details that are on the very limit of visibility.

Professor Lowell may claim to have made the presence of water on Mars extremely probable; the proof is twofold; first, the polar ice which melting would complete a bluish band which follows them as they shrink, and whose light is said to show traces of polarization, though this last is a delicate observation that too much stress should not be laid on it. Now, carbonic acid does not pass the liquid stage in melting (at least at the pressure which we must suppose to exist in the Martian atmosphere), so that this is evidence that the polar caps are composed of snow rather than frozen carbonic acid. The other piece of evidence is spectroscopic; the rays of evidence in spectrum which are attributed to a bluish band which follows them as they shrink, and whose light is said to show traces of polarization, though this last is a delicate observation that too much stress should not be laid on it. 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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To Sail on	REMARKS
LONDON, via Suez, Port Said, & Alexandria	CALEDONIA	Noon, 21st August	See Special Advertisement
LONDON & ANTWERP, via Suez, Port Said, & Alexandria	SYRIA	About 25th August	Freight and Passage
SHANGHAI, MOI, KOBE, and YOKOHAMA	NILE	About 27th August	Freight and Passage
SHANGHAI	ASSAYE	About 2nd September	Freight and Passage

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B. C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, Connecting with Royal Mail Atlantic Steamers.

From Hongkong: **EMPEROR OF CHINA** SATURDAY, SEPT. 4th, ALLAN LINE, FRIDAY, OCT. 1.

From Quebec: **EMPEROR OF INDIA** SATURDAY, SEPT. 13th, ALLAN LINE, FRIDAY, OCT. 22.

**EMPEROR OF JAPAN** SATURDAY, SEPT. 25th, ALLAN LINE, FRIDAY, NOV. 12.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The "Empress" steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Prince (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOI, KOBE and YOKOHAMA.

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE and YOKOHAMA: **POLYNESIEN**, DECO, August 30, p.m.

MARSEILLES, via Ports, TONKIN, CHARDONNEL, August 31, at 1 p.m.

SHANGHAI, KOBE and YOKOHAMA: **OCEANIE**, SELLIER, Sept. 13, p.m.

MARSEILLES, via Ports: **AUSALTIEN**, ROCHER, Sept. 14, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for Ceylon, BOMBAY and ADEN, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Bills of Lading issued to London, via Paris, from £27.10 up to £71.10, 20 hours railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to P. de CHAMPBORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN CHINA AND PHILIPPINES, via STRAIT AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by our Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEST SAILINGS FROM HONGKONG.

Outward: For Shanghai, Yokohama & Kobe: S.S. AMBRIA, 30th Aug.

For Havre, Bremen & Hamburg: S.S. ANNA, 1st Sept.

For Hamburg, Havre & Brest: S.S. BAXONIA, 1st Sept.

For Hamburg & Brest: S.S. SPERDA, 14th Sept.

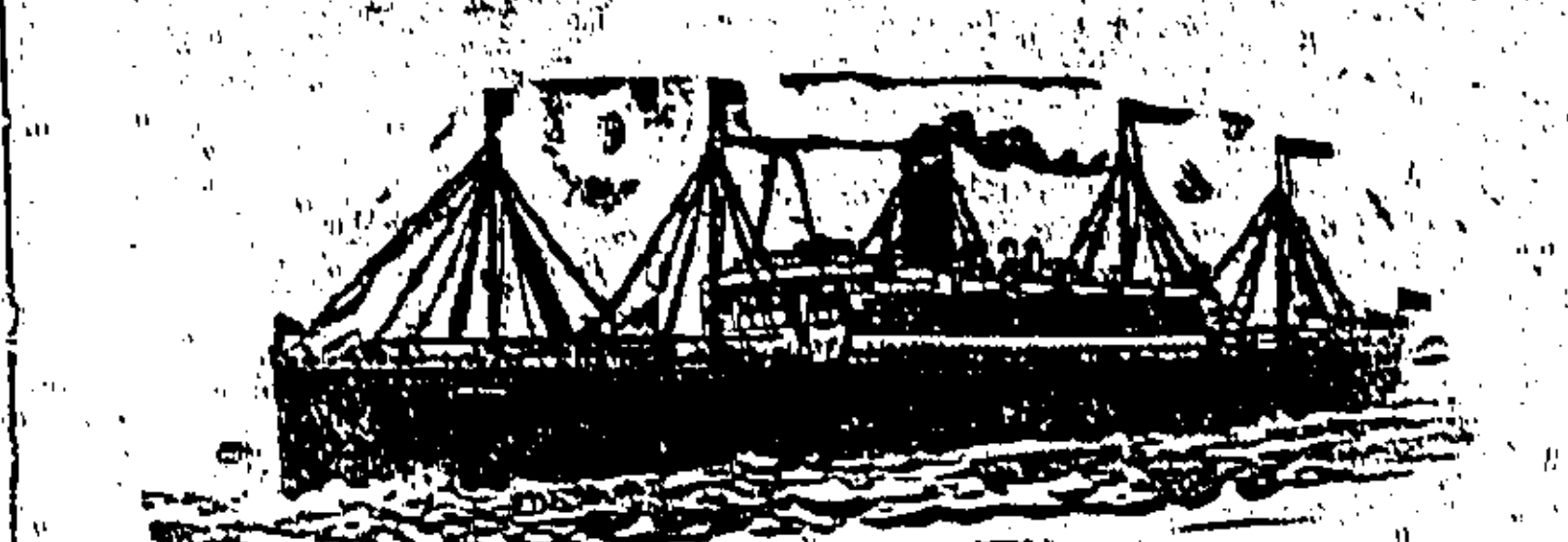
For Antwerp, Brest & Hamburg: S.S. ARABIA, 2nd Sept.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	SAILING DATE	1909
MONGOLIA	27,000	SATURDAY, 28th Aug.	at Noon
TENYO MARU	21,000	FRIDAY, 3rd Sept.	at Noon
KORU	18,000	SATURDAY, 11th Sept.	at Noon
NIPPON MARU	11,000	SATURDAY, 26th Sept.	at Noon
SIBURI	18,000	FRIDAY, 1st Oct.	at Noon
MANCHUKU	27,000	SATURDAY, 18th Oct.	at Noon
CHIYO MARU	21,000	FRIDAY, 22nd Oct.	at Noon

The S.S. MONGOLIA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 28th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 Tons, SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports £43.

Hongkong to London: via New York £55.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agents, of the Companies, Kine's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATE, 1909
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAMBA MARU, Capt. C. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
	INABA MARU, Capt. R. Takada, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA	SHINANO MARU, Capt. K. Kawata, Tons 6500	TUESDAY, 14th Sept., at 4 p.m.
	TANGO MARU, Capt. S. Ishikawa, Tons 6000	TUESDAY, 22nd Sept., at 4 p.m.
SYDNEY AND WELBORN, via MANILA, THURSDAY ISLAND, TOWNEVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Sept., at Noon.
KOBE & YOKOHAMA	YAMAGUCHI MARU, Capt. W. A. Evans, Tons 5000	SATURDAY, 21st August, a.m.
	KANAGAWA MARU, Capt. J. Nagao, Tons 5000	FRIDAY, 20th Aug., at 5 p.m.
MOI, KOBE & YOKOHAMA	MIYASAKI MARU, Capt. T. Marui, Tons 9000	FRIDAY, 27th Aug., a.m.
SHANGHAI, MOI & KOBE	TAKASAKI MARU, Capt. M. Mochi, Tons 6000	TUESDAY, 24th August, a.m.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.

Fitted with new system of wireless telegraphy, omitting Keelung & Shimizu. Cargo only.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's newly built 8000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru (Capt. A. E. Moses) About Sat., 28th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed., 20th Oct.

Kitano Maru (Capt. F. E. Cope) About Wed., 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

## CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$120	\$110	\$100	\$90.	
2nd class \$80	\$70.	\$60	\$50.	

With option of Rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

## MIYASAKI &amp; CO., COAL MERCHANTS.

HEAD OFFICE—SAGAMI, KOSU, JAPAN. BRANCHES—NAGASAKI, SHIMIZU, JAPAN AND HONGKONG.

CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimizu branch, YUTAKA, applying to Hongkong Branch only.

A. B. C. Code Telegrams used.

The Head and Branch Offices will receive any Order for JAPAN COALS.

Y. KURO, Manager, HONGKONG, Telephone No. 21, CORNHILL ROAD.

## THE TOYO KISEN KAISHA.

The Toyo Kisen Kaisha, whose work, in the previous semi-annual term (half of 1908), resulted in a loss of ¥800,000, is stated to have again fared most unpromisingly.

Mr. Shiraiishi Motojuro, director and general manager of the Company, in reply to a representative of the "Herald," made the following statement with regard to the business affairs of the Kaisha:—The Company at first intended to import crude oil from California to the Nambu Sakiyu Kaisha and to use the refined oil as fuel for the two steamers, the Tenyo and Chiyo Maru.

Therefore the Company purchased tank steamers at a cost of ¥3,000,000. Just as the business was started, the import tariff on crude oil was suddenly raised from 20 per cent. ad valorem to 70 per cent.

Owing to this the estimated price of ¥15 per ton became ¥23.50 and the first plan was absolutely upset.

To make matters worse, the sad results of the depression in marine business, the prohibition of emigration to America, and the raising of the railway rates in America, intensified the Company's difficulties.

Eventually it was compelled to make known its failure in the accounts for the last term. Now, turning to last term, the marine-traffic business has continued depressed through out the world.

In addition the steamers on the San Francisco line of the Company received the addition of the Chiyo Maru, and overlooking the fact that something like ¥180,000 were required for expenses for each return trip, there was almost no cargo and but few passengers either outward or homeward.

More particularly, the Government subsidy until May last having been only ¥75,000 per trip under the old law, the extent of loss each trip was not inconsiderable.

Again, on the South American route, which was opened last April, the subsidy is merely ¥80,000 for a trip, while the expenditure required is some ¥130,000, and on this line too, the Company could not escape a loss of some ¥50,000 per trip.

In brief, the business conditions being as sad, the only thing to do was to wait for a recovery of business conditions, in the meantime economising expenditure as much as possible.

With this view, the Company has reduced its staff and cut down salaries and wages, thereby effecting an economy of about ¥300,000 per annum.

Notwithstanding this the result for the last term is a heavy loss. Mr. Shiraiishi further stated that mail steamers of the Tenyo and Chiyo Maru type cost ¥4,500,000 and one crude oil tank steamer ¥1,500,000.

Both types were constructed at the Mitsui Bishi Dockyard. The tank steamers are expected to be completed shortly.

The Company is in a state of much anxiety as to their payment and is now negotiating a postponement. Moreover, there is at present no prospect for the payment of the loan of ¥2,000,000 raised in America last September, and which is due in October next.

The Company will be compelled to ask the First Bank, which guaranteed the loan, to meet the call.—Kobe Herald.

## Dentistry.

DR. CHAS. F. C. NG, DENTIST.

34, QUEEN'S ROAD CENTRAL, ROOM NO. 3, FIRST FLOOR. (Opposite Post Office).

American graduate with twenty years experience the practice of Dentistry, specialist for treatment of teeth.

Hongkong, April 16, 1909.

## DR. HARRY FONG, AMERICAN TRAINER DENTIST.

Electrotherapeutic and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL, Hongkong, November 18, 1908.

## S. IEN TING, Surgeon Dentist.

No. 14, D'ARLUE STREET.

TERMS VERY MODERATE. Consultation Free.

## NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on the side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Letters relating to business should be addressed to THE MANAGERS.

Orders for extra copies of the "China Mail" should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., 2nd copy.

Alterations and additions to Advertisements on pages 1, 4 and 5 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 5 p.m.

Advertisements and Subscriptions which are ordered for a fixed period will be continued until otherwise notified.

Telegraphic Address: Mail, Hongkong.

Telephone No. 21, CORNHILL ROAD.

The China Mail, Ltd.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
MANILA, CROZING, CROZING, CROZING	LOONGSANG	FRIDAY, Aug. 20, at 4 p.m.
SHANGHAI, YOKOHAMA, CROZING, CROZING	CHONGSANG	SATURDAY, Aug. 21, at 4 p.m.
WU & CHENGFOO, CROZING, CROZING	CHONGSANG	SATURDAY, Aug. 21, at 5 p.m.
SHANGHAI, YOKOHAMA, CROZING, CROZING	CHONGSANG	TUESDAY, Aug. 24, at Noon.
FOOCHOW, YATSHING, CROZING, CROZING	YATSHING	WEDNESDAY, Aug. 25, at 3 p.m.
MANILA, YOKOHAMA, CROZING, CROZING	YATSHING	FRIDAY, Aug. 27, at 4 p.m.
SINGAPORE, PENANG, CROZING, CROZING	YATSHING	TUESDAY, Aug. 31, at 3 p.m.

RETURN TOURS TO JAPAN, Occupying 24 days. The steamers Kiang, Nanking and Fookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Ports, Choochow, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 61, JARDINE, MATHESON & CO., LTD., General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
CHEFOO & NEWCHOWANG, and USUAL	LUCHOW	August 20, at 4 p.m.
MANILA, ZAMBOANGA, and USUAL	CHANGSHA	August 21, at 4 p.m.
SHANGHAI, CROZING, CROZING, CROZING	CHANGSHA	August 22, Daylight.
MANILA, CROZING, CROZING, CROZING	CHANGSHA	August 24, at 3 p.m.
CEBU & LOILO, CROZING, CROZING, CROZING	CHANGSHA	August 24, at 4 p.m.
SHANGHAI, CROZING, CROZING, CROZING	CHANGSHA	August 26, at 4 p.m.
WUHAWEI & TIENSIN, CROZING, CROZING, CROZING	CHANGSHA	August 28, at 4 p.m.
SHANGHAI, CROZING, CROZING, CROZING	CHANGSHA	August 29, Daylight.
MANILA, CROZING, CROZING, CROZING	CHANGSHA	August 31, at 3 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. "LINTAN" & S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN SUREW STEAMERS (S.S. Anhui, Chusan, Linan, Chihai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINES—\$45.00 Single, \$90.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, 40RNTH.

Telephone No. 34.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA, via KEELUNG	SEATTLE MARU, Capt. T. Saito	6,178 (gross reg.)	Saturday, 28th Aug., at Noon.
SHANGHAI, MOI, KOBE, SHIMIZU & YOKOHAMA	TACOMA MARU, Capt. Yamamoto	6,178	25th Sept., at Noon.

The Co's newly built steamers have fair speed—superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates.







